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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Czechoslovakia	REPORT		25X1
SUBJECT	1. Gottwaldov Shipyard, Komarno 2. New Iron Foundry Under Construction at Komarno	DATE DISTR.	6 October 1953	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
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1. The Gottwaldov Shipyard at Komarno, which was built as a state enterprise in 1948 and 1949, was taken over in 1949 by the Soviet authorities and has been administered by them ever since. Parts of the yard are still under construction, although the work was sufficiently far advanced for production to start in 1948. It has no connection with the former Gottwald Works (a Skoda concern) or with the "old" shipyard.
2. There are 800 employees, of whom an unspecified number work night shifts.
3. The yard is engaged exclusively on new construction and does no repair work. Machinery for ships is supplied by the former Skoda works.
4. Until the yard was taken over by the Soviets in 1949, the following craft were built:
  - a. Four tugs for the Czechoslovak Danube Navigation Company (CSDP), each with a capacity of 100 railroad carloads. The craft, which were welded and not riveted, were defective, and cracks soon appeared in the hulls. They were also reinforced with an insufficient number of iron stays. In spite of this, they are still used for transporting light cargoes over short distances.
  - b. A tugboat with steam turbine developing 800 h.p. was built for the Bulgarian authorities but was turned down by them owing to defects in the hull and steam turbine. This ship, the ISTRAN, is now in the service of the Czechoslovak Danube Control Commission.
5. After the yard was taken over by the Soviets in 1949, two passenger ships were built and equipped with fourstroke engines developing 1,600 h.p. These were towed to Ismail under the names RUSSIA and UKRAINE. Four tugboats have also been built and taken to the USSR.

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25 YEAR RE-REVIEW

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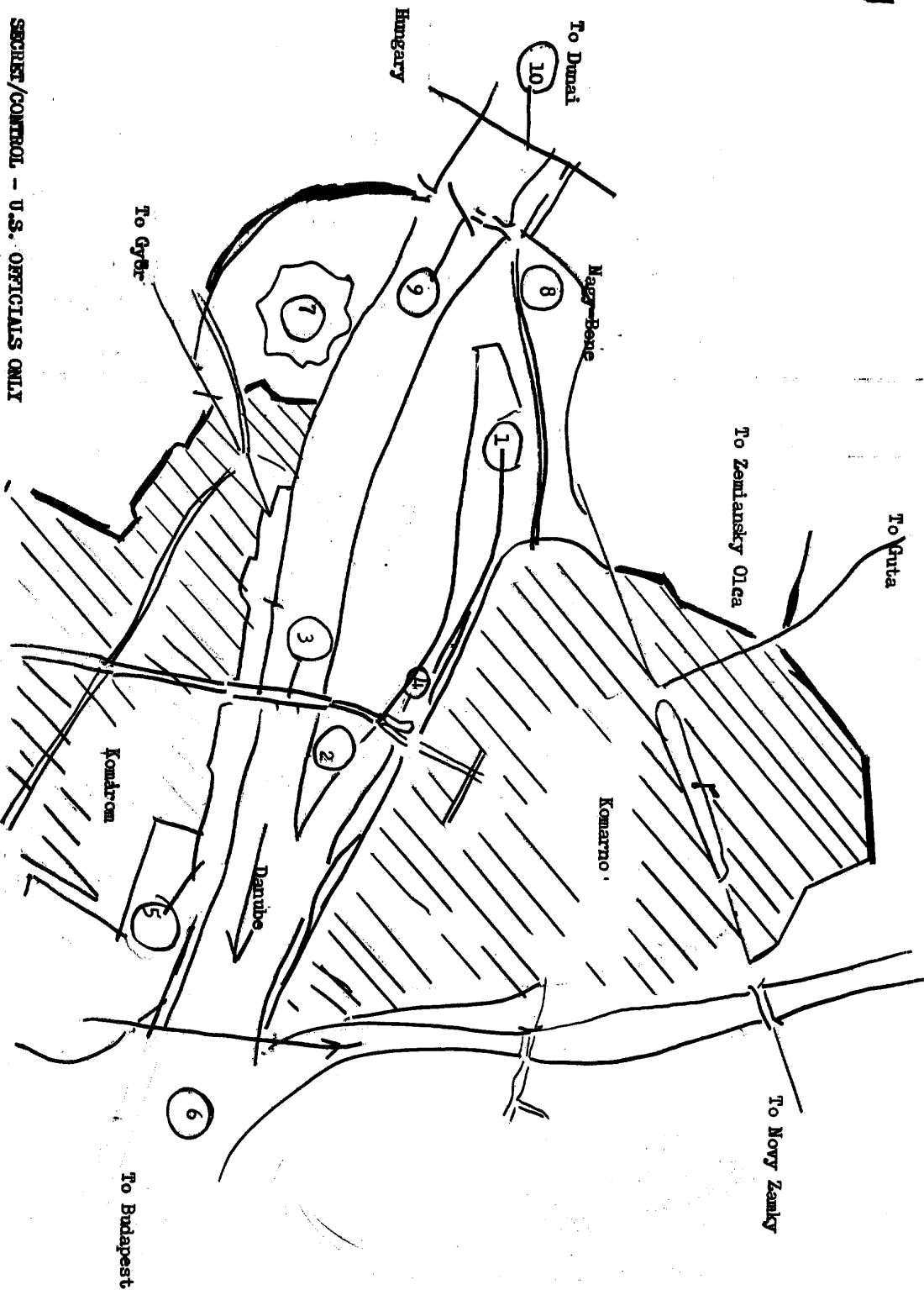
6. Shipyard employees state that the building program for 1952 provided for the construction of 14 unspecified craft. However, apart from the vessels referred to in paragraph 5, all of which had been taken away by the end of 1952, there is no knowledge of any other construction.
7. In the period between October and November 1952, the height of the bridge between the Island and the old part of Komarno was raised to give an additional seven meters of clearance for ships built in the Gottwald Shipyard.
8. Foundations are being prepared for building an iron foundry next to the north side of the Gottwald Shipyard. Houses located on the site are being bought and pulled down to provide the necessary space for the foundry.

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## Annex (A)

Legend to Sketch No. 1.

1. The Gottwald Shipyard. The 'New Yard'.
2. Former FTR ship repair yard. The 'Old Yard'.
3. Danube road bridge connecting Komarno (Czechoslovakia) with Komarom (Hungary).
4. Road bridge connecting Gyori Island with the town of Komarno.
5. Komarom railway station.
6. High tension cable carried over the Danube from Czechoslovakia towards Nagyigmánd.
7. Monostori Erod defense works (Hungarian).
8. The "Nagy-Bene" site for a new iron foundry.
9. Former railway bridge. Has been in ruins since 1945. There are plans for rebuilding, but work has not yet started.
10. Long-distance overhead cable, carried over the Danube on standards. Completed in September 1952. This cable replaces the line formerly carried over the Danube on the railway bridge at No. 9 above.

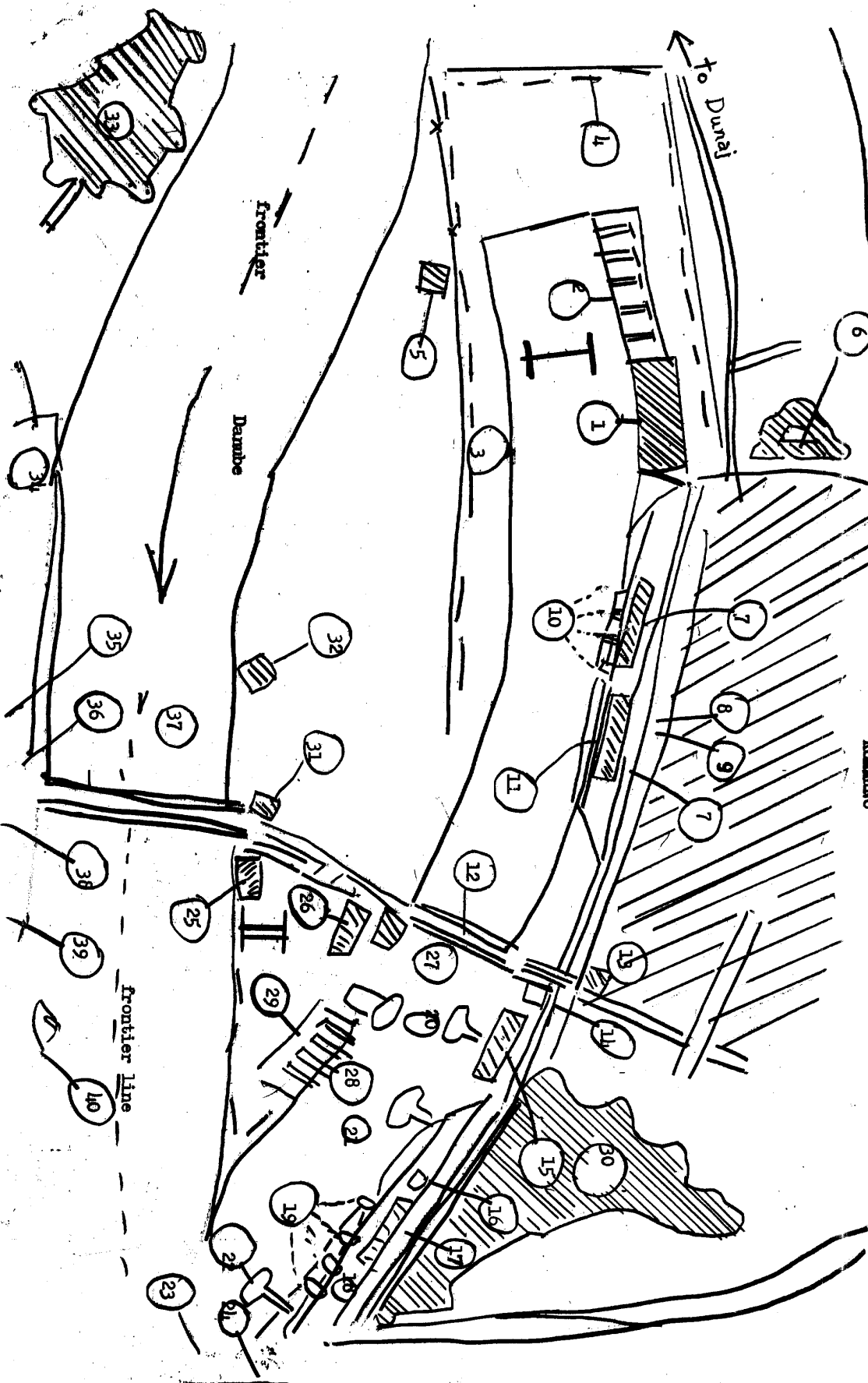
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Annex (B)

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## Annex (B)

Legend to Sketch No. 2.

1. The Gottwaldov Assembly shops.
2. Slipways.
3. Gottwaldov Shipyard.
4. Wire fence.
5. Komarno waterworks.
6. Southernmost group of the Komarno chain of fortifications.
7. Komarno harbor customs shed.
8. Harbor workers' entrance.
9. Watchman's building.
10. Four cranes on the loading quay.
11. Three sets of normal gauge rails, inside the harbor area.
12. Iron road bridge.
13. SDGP Agency building (Soviet Danube Shipping Agency).
14. Building used by the Czech State Security Service (StB) and Finance guards.
15. Customs shed.
16. Watchman.
17. Three-story administrative building containing offices as well as dining and refreshment rooms on the first floor.
18. Railway network within the harbor area (normal gauge).
19. Four mobile cranes on loading quay.
20. Loading ramp on pontoons - property of the CSDGP (Czech shipping agency).
22. Loading ramp and guard post belonging to the Czech State Security Service. Harbor control point.
23. Long-distance high-tension cable over the Danube between Czechoslovakia and Hungary.
24. Standard for high tension cable.
25. Watchman's and first aid post (The 'Old Yard').
26. The 'Old Yard' Administrative Offices.
- 27/28. Testing sheds for ships' equipment.
29. Slipways.
30. Barracks belonging to the old fortress in Komarno.
31. Check post and guard, maintained by the Czech State Security Service, situated by the bridge. Frontier control post.

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32. Reinforced concrete fortification, blown up in 1945 but later rebuilt.
  33. Monostori Erod fortification (Hungary).
  34. Komarom railroad station (Hungary).
  35. Hungarian customs house (at Komarom Station).
  36. Hungarian Customs guard, at the frontier control post on the Komarom - Komarno road bridge.
  37. Komarom - Komarno road bridge, with the Hungarian/Czech frontier demarcation line running across the centre of the bridge.
  38. Hungarian State Security (AVH) and frontier guard post. (Control post for shipping and passengers).
  39. Meszhart Agency building.
  40. Coal bunker for Meszhart ships, with floating crane.
- I. Area occupied by the Gottwalda / or 'New Yard'.
- II. Area covered by the 'Old Yard'.

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